

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	East Germany	REPORT	
SUBJECT	Piston-Engined Aircraft at Werneuchen	DATE DISTR.	11 May 1953
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This is UNEVALUATED  
Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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PO 2's

- Between 10-15 PO 2's have continued to be stationed at this airfield throughout the period under review and have regularly flown short single sorties.

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Dakotas

- The two Dakotas appear to be permanently stationed at this airfield. One or both of them have frequently been parked in front of the hangars.
- The Dakota with the radome does not appear to be stationed at the airfield, but has been visiting it at infrequent intervals. It was identified for the last time on 5 November 1952.

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- On the underside of the fuselage, between the engine nacelles, there are racks for six bombs or containers. On 5 November 1952, these racks held six bombs. The length of each bomb was approximately half of the maximum width of the fuselage and the maximum diameter was estimated to be 25 cm.

- The aircraft had the following aerial sets:

- On top of the fuselage, immediately behind the pilot's cabin, an upright rod aerial, the height of which is approximately equal to twice the width of a window in the side of the fuselage.
- The radome on the underside of the fuselage, immediately to the rear of the trailing edge of the wings, is definitely round. It is estimated to be approximately 1 m in diameter and 60 cm in depth. Its surface consists of blue opaque glass.

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STATE	ARMY	X	NAVY	X	AIR	X	FBI	AEC						
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(Note: Washington Distribution Indicated By "X", Field Distribution By "#")

25 YEAR RE-REVIEW

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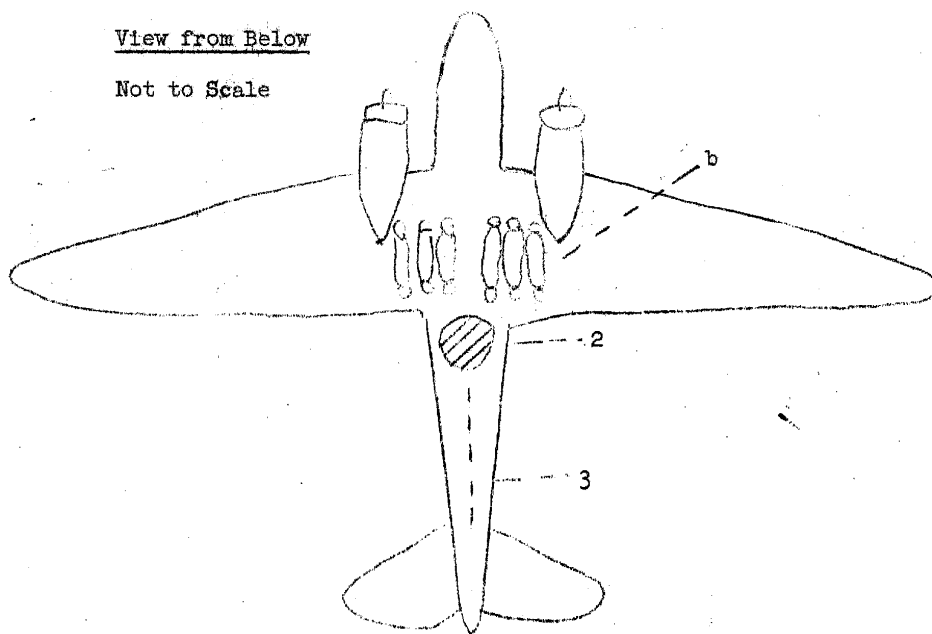
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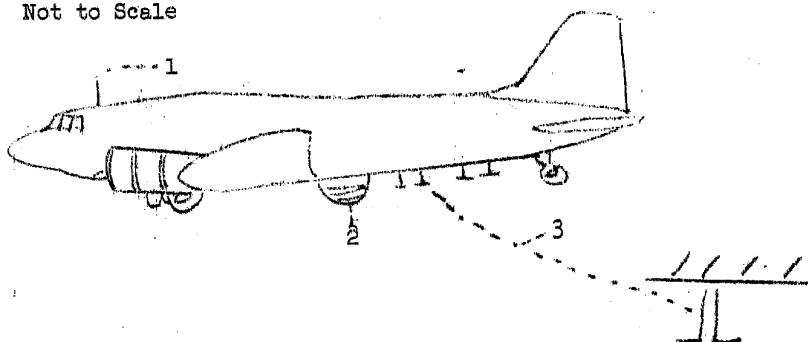
- 3) On the underside of the fuselage and in line with it to the rear radome, four sets of twin stub dipoles. The length of each stub is approximately equal to the width of a window in the side of the fuselage, and the horizontal end of each twin stub approximately half that length and in line with the fuselage. These twin stub dipoles are spaced in two groups; the most forward one lying approximately twice the width of a window in the side of the fuselage to the rear of the radome. The distance between the two dipoles in each group is approximately the width of a window in the side of the fuselage and the distance between the two groups of dipoles approximately twice the width of a window.

View from Below

Not to Scale

Side View

Not to Scale



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4. PE 2's

During the first half of January 1953, 13 PE 2's which had been stripped of engines, instrument panels, undercarriages and perspex (sic) windows were towed by tractors from the hangar area to an open space immediately to the North-East of the sportsground in the barracks area. Nine aircraft in this graveyard had the following numerals:

Blue "2" and "12"

Yellow "1" and "11"

White "6", "9", and "20"

Red (offset in white) "4"

Blue (offset in white) "10"

Ailerons and trimming tab on all these aircraft were red, with the exception of "1" on which they were yellow. These aircraft continue to be stripped of all useful components (cables, pieces of fuselage, etc.) by all and sundry and there is no attempt to control the disposal. During the summer of 1952, a similar graveyard of 11 PE 2's had been set up.

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